NOTES TO DESIGNER:

THIS CHART WAS DEVELOPED FOR USE BY ROADWAY DESIGN AND HYDRAULICS (IN CONJUNCTION WITH FIGURE 11-3) TO DETERMINE SUPERSTRUCTURE DEPTHS.

FOR SPAN LENGTHS UP TO 160 FEET, ADEQUATE VERTICAL CLEARANCE SHOULD HAVE BEEN PROVIDED TO ALLOW FLEXIBILITY IN SELECTING THE TYPE OF SUPERSTRUCTURE.

DESIGN SPAN	SUPERSTRUCTURE DEPTH ✳
39′ - 55′	4′-0″
> 55′- 75′	4′-8″
> 75′ - 100′	5′-5″
> 100′ - 115′	6′-3″
> 115′ - 125′	6′-11″
> 125′ - 150′	7′-3″
> 150′ - 160′	7′-7″
> 160′	CONSULT WITH SMU

✳ DEPTHS SHOWN ARE FROM TOP OF SLAB DIRECTLY OVER EXTERIOR GIRDER TO BOTTOM OF DEFLECTED GIRDER. THE SUPERSTRUCTURE DEPTH MUST BE ADJUSTED FOR CROWN DROP.

BRIDGE SUPERSTRUCTURE DEPTH

FIGURE 6 – 1

NOTES TO DESIGNER:

THIS CHART WAS DEVELOPED FOR USE BY ROADWAY DESIGN AND HYDRAULICS (IN CONJUNCTION WITH FIGURE 11-3) TO DETERMINE SUPERSTRUCTURE DEPTHS.

FOR SPAN LENGTHS UP TO 48.5m, ADEQUATE VERTICAL CLEARANCE SHOULD HAVE BEEN PROVIDED TO ALLOW FLEXIBILITY IN SELECTING THE TYPE OF SUPERSTRUCTURE.

DESIGN SPAN	SUPERSTRUCTURE DEPTH ✳
12.0 - 16.8	1.19
> 16.8 - 22.9	1.43
> 22.9 - 30.5	1.65
> 30.5 - 35.1	1.89
> 35.1 - 38.1	2.10
> 38.1 - 45.5	2.20
> 45.5 - 48.5	2.3
> 48.5	CONSULT WITH SMU

✳ DEPTHS SHOWN ARE FROM TOP OF SLAB DIRECTLY OVER EXTERIOR GIRDER TO BOTTOM OF DEFLECTED GIRDER. THE SUPERSTRUCTURE DEPTH MUST BE ADJUSTED FOR CROWN DROP.

BRIDGE SUPERSTRUCTURE DEPTH

FIGURE 6 – 1 M